

17. MITIGATION SCHEDULE

17.1 Introduction

Table 17.1 includes a topic by topic summary of the mitigation measures included in the design of the Proposed Development and identified in the specialist environmental studies. Full details can be found in the respective ES chapters. The mitigation includes:

- measures embedded into the design of the Proposed Development;
- measures intended to control the construction procedures; and
- measures required during operation of the Proposed Development.

The Applicant anticipates that NCC will attach conditions on the planning permission to secure the mitigation measures identified through the EIA.

17.2 Construction Environmental Management

As described in Chapter 6 (Development Programme and Construction), a CEMP will be prepared that will set the framework and protocols for management of potential environmental impacts of the Proposed Development during the construction phase.

17.3 Review Procedure

It is recognised that environmental standards and legislation that currently apply to the Proposed Development may change over time. In light of this, the Applicant intends to undertake regular reviews of the Proposed Development, to ensure that best practice is being followed throughout its lifetime. The review process will be iterative and ongoing, so that new information is identified at an early stage and where possible is incorporated into the Proposed Development.

Table 17.1 Mitigation Summary

Topic	Project Stage	Effect	Mitigation or Enhancement Measure
Transportation and Access	Embedded	Disruption to pedestrians and cyclists	<ul style="list-style-type: none"> ■ The Proposed Development will include the extension of the footway on the western side of Shelton Road to allow pedestrian access directly from the highway into the Site. ■ The Proposed Development will also deliver a new 1.8 m wide metalled link between the footway and carriageway on Steel Road adjacent to the existing bus stop to assist bus passengers and encourage sustainable travel behaviour.
	Construction	Increased driver severance and delay; disruption to pedestrians and cyclists	<ul style="list-style-type: none"> ■ The Construction Traffic Management Plan will include a route management plan. It will specify restrictions on hours of construction working and impose requirements on the internal operations of the Site, e.g. establishing and maintaining an area for workers to park on-site, wheel washing facilities etc.
	Operation	Increased driver severance and delay	<ul style="list-style-type: none"> ■ A Staff Travel Plan and Delivery and Servicing Plan will be developed and implemented.
Air Quality and Odour	Embedded	Odour and release of emissions onto sensitive human and ecological receptors	<ul style="list-style-type: none"> ■ All of the processes and materials will be contained within sealed buildings, with the tipping and bunker halls operated under negative pressure.
	Construction	Release of construction dust	<ul style="list-style-type: none"> ■ Implementation of best practice measures as detailed in section 8.8 of Chapter 8 (Air Quality and Odour).
Noise and Vibration	Construction	Effects on noise sensitive receptors from construction activities	<ul style="list-style-type: none"> ■ Contractors will ensure that works are carried out in accordance with Best Practicable Means to control noise emissions as detailed in Chapter 9 (Noise and Vibration).

Topic	Project Stage	Effect	Mitigation or Enhancement Measure
	Operation	Effects on noise sensitive receptors from operation of the facility	<ul style="list-style-type: none"> All noise sources will be adequately controlled by design of the buildings and with an appropriate level of attenuation as required. This could be achieved through installation of a noise barrier, careful routing and management of tipping lorries or design of the yard such that tonal reversing alarms are not required. See Chapter 9 (Noise and Vibration) for full details.
Townscape and Visual Amenity	Embedded	Changes in views towards the Site; potential loss of landscape features due to site clearance.	<ul style="list-style-type: none"> The stacks have been aligned with the narrowest profile towards sensitive receptors incorporated into design. The main facility building and stacks will be clad in light grey panelling in order to reduce the prominence of the Proposed Development in the skyline. A landscaping scheme has been prepared as part of the Proposed Development, which retains and enhances the existing grassland alongside the northern border of the Site; protects the trees along the eastern boundary; and establishes species rich grassland and ephemeral species around the attenuation pond.
	Construction	Potential to existing trees (to be retained) during construction.	<ul style="list-style-type: none"> Tree root protection zones will be implemented to protect the existing trees on or in proximity to the Site.
Ecology and Nature Conservation	Embedded	Change in habitat	<ul style="list-style-type: none"> The landscaping scheme for the Proposed Development retains terrestrial habitat on-site.
	Construction	Habitat loss and potentially killing/injury of fauna	<ul style="list-style-type: none"> Clearance will follow preparation and implementation of a Precautionary Working Method Statement. Protective exclusion fencing will be installed at the boundary of retained habitats. Where possible, clearance of breeding bird habitat will be conducted outside of the main bird breeding season (March to August inclusive), or

Topic	Project Stage	Effect	Mitigation or Enhancement Measure
			<p>vegetation will be checked prior to removal by a suitably qualified ecologist.</p> <ul style="list-style-type: none"> Tree protection fencing in accordance with BS5837 will be installed prior to works commencing around the root protection zones of all retained trees within the eastern part of the Site and the southern edge of the adjacent pLWS.
	Operation	Disturbance from lighting; killing/injury of fauna	<ul style="list-style-type: none"> A sensitive lighting regime will be implemented as described in Chapter 11 (Ecology and Nature Conservation). At least two dropped kerbs will be included at the edge of the hardstanding within the northern and eastern part of the Site. Drainage gullies will be offset from the kerb at the road edge by at least 10cm or wildlife kerbs with a bypass will be used.
	Embedded	Increase in localised risk of flooding from the development	<ul style="list-style-type: none"> A non-infiltration attenuation pond has been included in the design of the Proposed Development to manage surface-water runoff.
Water Quality and Hydrology	Construction	Potential changes in water quality and drainage patterns	<ul style="list-style-type: none"> A strategy for dealing with potential contamination of water resources will be included as part of the CEMP. This will require measures such as the management of suspended sediments from ponded water and appropriate bunding of any oils, solvents etc. to be implemented. Chapter 12 (Water Resources and Hydrology) sets out the mitigation requirements to be carried into the CEMP.
	Operation	Potential to increase demand on water supply and sewage treatment capacity	<ul style="list-style-type: none"> Rainwater harvesting will be used to provide process water and, as such, mains water will only be required when the rainwater tanks are empty. A contribution may be required if upgrading of the existing sewage treatment works is required.

Topic	Project Stage	Effect	Mitigation or Enhancement Measure
Soils, Geology and Land Contamination	Construction	Mobilisation of contaminants through construction processes; exposure of site workers and other receptors (e.g. water resources) to contaminants	<ul style="list-style-type: none"> An intrusive environmental ground investigation will be undertaken to confirm the nature and location of the contamination on-site. A Remediation Strategy will be prepared and followed. The CEMP will incorporate measures to minimise risks of exposure of contaminants to workers and other receptors, e.g. workers will wear appropriate PPE, spoil containing 'leachable' materials will be suitably contained. Chapter 13 (Soils, Geology and Land Contamination) sets out the full details of the measures to be incorporated into the CEMP.
	Operation	Exposure of users to ground gases	<ul style="list-style-type: none"> The requirement for gas protection measures to the buildings will be undertaken as part of a Generic Quantitative Environmental Risk Assessment and mitigation measures incorporated as necessary.
Waste Management	Construction and Operation	Generation of solid wastes and impact on the capacity of waste management facilities	<ul style="list-style-type: none"> A SWMP will be developed and implemented detailing how waste created during the construction phase will be managed. The main objectives of which will be to make sure that all building materials are managed efficiently, that waste is disposed of legally, and that material recycling, re-use and recovery is maximised.
Archaeology and Cultural Heritage	Embedded	Changes in the settings of heritage assets	<ul style="list-style-type: none"> The stacks have been aligned with narrowest profile incorporated into design. The main facility building and stacks will be clad in light grey panelling in order to reduce the prominence of the Proposed Development in the skyline.
Climate Change	Operation	Release of GHGs	<p>The following measures will be implemented:</p> <ul style="list-style-type: none"> Annual quantification and reporting of GHG emissions in accordance with permit requirements. Periodic review of annual GHG performance and evaluate options for improving energy efficiency over the life of the Proposed Development.

Topic	Project Stage	Effect	Mitigation or Enhancement Measure
			<ul style="list-style-type: none"> ■ Implement a routine maintenance plan for all key GHG emission sources. ■ Ensure adequate pre-sorting of waste prior to arrival at site. ■ Where possible, work with waste companies to optimise route planning for waste delivery vehicles. ■ Consider initiatives to improve local employee travel to/from the Site (e.g. promote car sharing by employees). ■ Establish working groups with business partners to share best practices and responsibilities in carbon reductions.

18. CONCLUSIONS

Corby Limited is planning to submit a full planning application for construction of an Energy Recovery Facility comprising proven combustion technology (with an output capacity of up to 23 MWe) with an education and visitor centre, access, landscaping and associated on land at Shelton Road, Willowbrook East Industrial Estate, Corby.

The principle of developing an Energy Recovery Facility on the Site is well-established and accepted. A number of previous planning permissions have been granted for such uses on the Site including an extant permission from 2016 (NCC Reference: 16/00028/WASFUL) for the 'Consented Development' which was subject to full EIA. The Proposed Development retains many aspects and principles of the Consented Development, including:

- the Proposed Development will also treat refuse derived fuel (RDF) and residual material;
- all of the processes and materials will still be contained within sealed buildings, with the tipping and bunker halls operated under negative pressure;
- the Proposed Development also accords with the waste hierarchy as materials that are suitable for recycling will be removed from the process and the dedicated education centre is retained in the new plan; and
- when operational, the Proposed Development will still generate 25 full time jobs.

The scope of the EIA was based on the findings of the 2016 ES. In order to build on and distinguish on what has been previously consented topics within the technical assessments were categorised as follows.

- **Scoped in, updated assessment required:** because of a material difference between the Proposed Development and the Consented Development, or a material change in the baseline since 2016 or a change in the law, professional guidance or EIA Regulations 2017.
- **Scoped in – non-material change to the 2016 assessment:** where there were no material differences between the Proposed Development and the Consented Development, or material changes in the baseline since 2016 or changes in the law, professional guidance or EIA Regulations 2017 the conclusions of the 2016 ES were taken as still valid.
- **Scoped out:** where an effect was previously scoped out and the matter is not affected by any relevant changes relating to the Proposed Development, its baseline or the EIA Regulations 2017.

A number of operational management measures are embedded within the design of the Proposed Development. Additional mitigation requirements have also been identified through the EIA process which are set out in the technical chapters and summarised in Chapter 17 of the ES. For example, the Applicant will deliver on the commitments it has made in the ES with the help of a CEMP (an outline of which is presented in Chapter 6 of the ES). This will be a living document and will continue to be developed as the Proposed Development proceeds through the detailed construction phase, to reflect the results of any discussions with relevant bodies.

The main conclusions in regard to the likely significant residual effects of the Proposed Development and differences from the conclusions of the Consented Development are presented in **Table 18.1**.

Table 18.1 Main Conclusions

Topic	Conclusions	Difference from Consented Development
Transport and Access	<p>Minor adverse effects on driver, pedestrians and cyclists were predicted during construction</p> <p>Minor adverse effects on drivers was predicted during operation</p> <p>Residual effect was identified as neutral for all potential effects</p>	No difference
Air Quality and Odour	<p>Potential effects from dust, construction and operation emissions and odour are not significant/negligible</p> <p>Residual effects were identified as not significant.</p>	No difference
Noise and Vibration	<p>Construction noise and vibration effects were identified as negligible</p> <p>Operational noise was identified as minor adverse</p> <p>Operational vibration and off-site traffic noise was identified as negligible</p> <p>Residual effects during construction and operation were identified as negligible, apart from operational noise which was identified as Minor adverse and Not Significant. The BS4142 noise assessment will be confirmed with detailed noise modelling to establish appropriate mitigation as is expected to be required by planning condition.</p>	<p>No changes in the significance of construction noise and vibration, operational vibration and off-site traffic noise</p> <p>Difference for operational noise – negligible in 2016 to Minor adverse for this assessment however, in both cases the effect is Not Significant.</p>
Townscape and Visual Amenity	<p>Potential effects and residual effects during construction were identified as negligible</p> <p>During operation, minor and moderate adverse effects and residual effects were identified at 13 viewpoints and two Landscape Character Areas</p> <p>A Moderate adverse visual impact was identified to users of a rural footpath just outside the historic parkland (Deene Park) and this is likely to be the most significant impact of the whole development. From this view the upper section of the building and the stack will be seen rising above the woodland, but currently seen in the context of the existing stadium. From this viewpoint the stacks will appear approximately 1/3 narrower than the existing Corby Power Station stacks and so will be far less noticeable.</p>	<p>No change in effects during construction</p> <p>Changes to stack and buildings heights resulted in the residual effects being Minor adverse and moderate adverse at viewpoints and LCAs during operation</p>
Ecology and Nature Conservation	<p>Negative effect of significant on breeding birds at the Zone of Influence is predicted during</p>	<p>Change to significance of effect on breeding birds</p>

	<p>construction so the understory of the retained tree line along the eastern boundary will be planted with Hawthorn, Blackthorn, Hazel, Wild Privet and Dogwood</p> <p>No other negative residual effects are predicted during construction</p> <p>No negative residual effects are predicted during operation</p>	<p>from negligible to minor adverse during construction</p> <p>No other changes during construction</p> <p>No change in the significance of effects during operation</p>
Water Quality and Hydrology	<p>Potential effects during construction were identified as minor and moderate adverse and negligible after mitigation.</p> <p>Potential effects for external flood risk and site drainage during construction was identified as minor beneficial pre and post mitigation.</p> <p>Other potential effects during operations were identified as minor adverse pre-mitigation and negligible after mitigation</p>	No difference
Soils, Geology and Land Contamination	<p>The significance of potential effects during construction were identified as minor and/or moderate adverse.</p> <p>During operation, the significance of potential effects was identified as minor adverse.</p> <p>Residual effects during construction and operation have been identified as negligible.</p>	No difference
Waste Management	<p>Significance of potential impacts during construction were identified as minor adverse but the residual effects were identified as negligible.</p> <p>Significance of potential impacts during operation were identified as minor adverse and negligible.</p> <p>Residual effects were identified as negligible during operation, except for fly ash which was identified as minor adverse.</p>	<p>Change to significance of effect of fly ash from negligible to minor adverse during operation</p> <p>No other differences</p>
Archaeology and Cultural Heritage	<p>No non-designated buried archaeological remains are predicted to have survived quarrying within the footprint of the Proposed Development, as detailed in the 2016 ES. As a result, construction is not predicted to result in a direct (physical) effect on buried archaeological remains. The overall significance of effect is considered to be negligible.</p> <p>Non-significant effects are predicted on heritage assets and three archaeological remains. Effects comprise changes to the settings of assets as a result of the introduction of new built elements into views from the assets.</p>	No difference

	No significant effects are predicted to result from operation of the Proposed Development.	
Climate Change		NA Climate change assessment was not conducted for 2016 ES

Cumulative effects were assessed for all scoped in topics. The assessment included consultation on other projects and plans to be screened into the assessment. To the extent possible, potential cumulative effects were assessed as an integral part of the assessment for each technical chapter.

In general, the assessment of cumulative effects demonstrated that there will be no significant effects.

However, the Proposed Development and cumulative developments identified may result in an increase of traffic during construction and maybe operation, but the assessment of cumulative effects demonstrated that there will be no significant effect on noise and vibration or traffic and access.

Also, even though some cumulative schemes may be under construction at the same time as the Proposed Development, the cumulative effects on waste management are identified as not significant as there is available capacity for the management of such wastes.

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